

### Modern Docks Built by the Army Near Bordeaux for Wartime Use



War-time docks built by the American Army for its use near Bordeaux, France, showing the great modern cranes and railroad tracks, by the use of which it was possible to unload between 2,000 and 2,500 tons of freight from a single steamer in one nine-hour day. New York stevedores call 500 tons a good day's work.

## NEW YORK IS LOSING SEA TRADE BECAUSE 'A MAN-POWER PORT'

(Continued From First Page.)

centage of human labor employed. The labor element is so unwieldy that it lacks cohesion and is divided into various unions, each dependent on the other, but working independently to serve its own ends. A strike in one waterfront union affects all the others.

Strikes are largely responsible for the unparalleled congestion in the port of New York, to-day—not only local strikes, but the railroad strikes throughout the country. But other seaports were also affected by the strikes. New York is not the only place where railway traffic is tied up in a hard knot.

Nevertheless these other ports—Philadelphia and Baltimore, for instance—are expeditiously and satisfactorily loading and unloading and outbouding and inbound coastwise business. That is because their port facilities are ahead of the demands upon them, while New York's facilities have been inadequate to the demands for many years.

New York City has been planning pier improvements and harbor developments for many years, and

and mingling with the contents that had streamed from a torn sugar bag—and sugar at 25 cents a pound retail.

"You can't blame the stevedores," said J. H. Schuldsche, superintendent of Pier No. 43, just north of the 23d Street ferry house. "No one knows any better than the boss stevedore the criminal waste in the handling of all sorts of cargo in this port. Of course if we break a package and spoil the contents we are compelled to make good the money value of the lost produce, but that doesn't do any good when the city and the world at large need not the money but the actual thing itself, the sugar, the cocoate, the cereal.

"Of course it is the system that is to blame—or I should say the lack of a system. Consider for a moment what this country did at Bordeaux during the war, and you can easily get a line on what is needed here. When we went into the war it was absolutely necessary for us to construct a great docking system at Brest and Basens, near Bordeaux. I was assistant to the chief stevedore in charge of the operations at Bordeaux.

"The first thing we did was to construct concrete wharfs, with reinforced or galvanized iron warehousages, covered tracks along the wharf front, and huge Gantry electric cranes to help us load and unload.

"Compare such a harbor with ours here in New York. It had few if any natural advantages of which we New Yorkers are so fond of talking, but we overcame the disadvantages by installing modern machinery.

"With four gangs at work on a ship here in New York harbor, a gang to a hatch, it is possible under most advantageous conditions to unload between 400 to 600 tons of cargo a day of easy nine hours.

"With four of these or similar cranes at work, one to each hatch, it is possible to unload from 2,000 to 2,500 tons a day, a difference in favor of the crane of about 1,500 tons.

Behind was a dark street along which I ran for two blocks, then, suddenly crouched in an arseway to permit a policeman to saunter by. He saw nothing, but I lay quiet until he passed from sight at the next block.